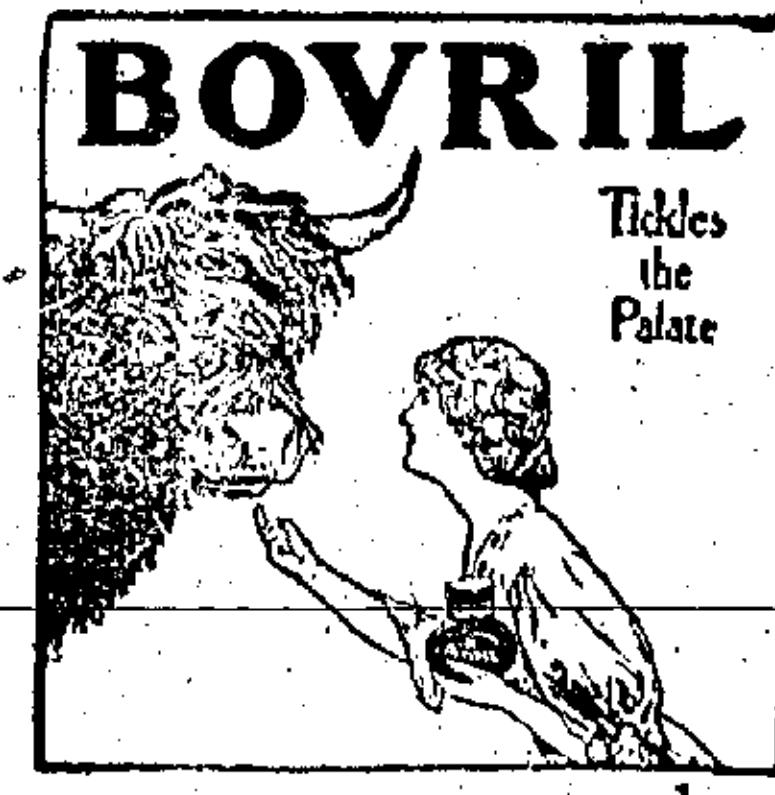


FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is Incorporated the
HINAVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857



No. 16,555. 號五十五五十六萬壹第 日一十二月四日三統宣 HONGKONG, FRIDAY, MAY 19TH, 1911. 五拜禮 號九十月五年一一百九十一英港香 PRICE \$3 PER MONTH.

INTIMATIONS

THE VICTOR TALKING MACHINE.

JUST ARRIVED:

THE

NEW HORNLESS VICTROLA.

A PERFECT MUSICAL INSTRUMENT.

2,000

NEW RECORDS

INSPECTION INVITED.

Sole Distributors.

S. MOUTRIE & CO.,
LIMITED.

[130]

CHINA MUTUAL LIFE
INSURANCE CO., LTD.,
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
J. A. WATTIE, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NELL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Assurance Companies' Act, England.
Insurance in Force ... \$37,855,885.00
Assets ... 6,415,250.00
Income for Year ... 3,566,599.00
Total Security to Policyholders 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
District Manager. ton, Macao
E. W. TAPE, Esq., and the
District Secretary. Philippines.
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board Hongkong.
Sir PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAFRENTZ, Esq.

[131]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT,
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [1364]

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TAEPAILING
ARNHOLD, KARBERG & CO
1404 Sole Agents.

PEAK TRAMWAYS COMPANY
LIMITED
TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 2 hours.

SATURDAYS.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Building, Des
Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, 1st April, 1909. [1345]



MITSUBISHI DOCKYARD AND ENGINE WORKS.

Al. A.B.C. Western Union, and Engineering Codes used.
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condenser, Stone's Manganese Bronze,
and Parsons Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel Blocks. Breadth at Entrance on Keel Blocks. Depth of Water on Keel Blocks.
3 Dry Docks [No. 1] 510 ft. 77 ft. 26 ft.
[No. 2] 350 ft. 53 ft. 24 ft.
[No. 3] 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons, and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.
No. 1. 7,000 Tons. No. 2. 12,000 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
" Breadth 56 " 66 "
" Draft 22 " 26 "
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [689]

LONG HING & CO., PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

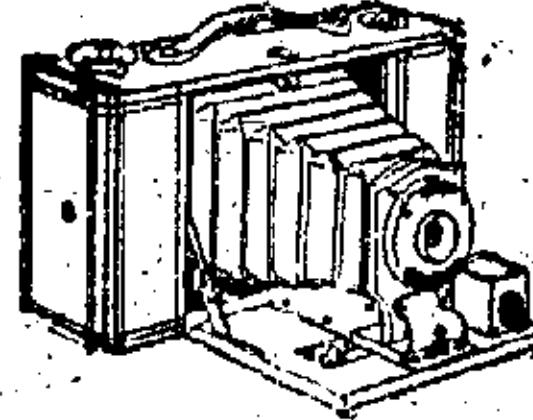


PHOTO GOODS of every description, EASTMAN
KODAKS and CARBINE CAMERAS, &c.

FRESH KODAK FILMS IN STOCK.

DEVELOPING AND PRINTING A SPECIALTY.

[257]

LANE, CRAWFORD & CO.

ICE CREAM FREEZERS

(ALL SIZES)

TEAKWOOD ICE SAFES, ICE PICKS, ICE SHAVES, ICE PAILS, ICE BLANKETS.

LANE, CRAWFORD & CO.

[128]

WEISMANN, LTD.

BAKERS. CONFECTIERS. CATERERS. RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

[54]

BREWER & CO., LTD.,

BOOKSELLERS, PRINTERS & STATIONERS.

PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE NO. 696.

NEW BOOKS & NOVELS EVERY MAIL.

A Chinese Appeal to Christendom Concerning Christian Missions, by Lin Shao-Yang. The Camera Fiend, by W. E. Hornung. \$1.75
Recollections of a Society Clairvoyant. 5.50 The Coil of Carnie, by John Oxenham. 1.75
Empire Builders in Australia, by Edith Ralph. 4.50 Dwellers on the Threshold, by Robert Hitchens. 1.75
Love in Pernicious Town, by S. R. Crockett. 1.75
The Unknown God, by Patnam Weale. 1.75
Sound Business, by Albert E. Bull. 5.50 Reconstructed Marriage, by Amelia C. Ekr. 1.75
Salvation: Its Chemistry, Pharmacy and Therapeutics. 4.00 A Kingdom of Dreams, by J. J. Bell. 80
Red Ball Play, by George Grey. 80
A LARGE NEW SELECTION OF 80 Ct. NOVELS; also Reprints at 3 Copies per \$1.00. 27

WO HING & CO., No. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF
HIGH CLASS
SWATOW DRAWN WORK.
LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April, 1911. [591]



GUINNESS'S STOUT "HORSEHEAD" BRAND

IN QUARTS, PINTS & SPLITS.

TELEPHONE NO. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. I., and Watkins.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—105 buildings, principally of brick and steel, 353 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[713]

Messrs. CARLOWITZ & CO.

HAVE APPOINTED

MESSES. A. S. WATSON & CO., LTD.
SUB-AGENTS IN HONGKONG AND CANTON.

FOR

CHAMPAGNE HEIDSIECK MONOPOLE.

Hongkong, 15th May, 1911. [709]

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

CANTON TO MACAO—Weekdays at 8 A.M. and 2 P.M. Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 4 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO WUCHOW—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8 A.M.

The exact times of departure can always be ascertained at the Office of the Company or Messrs. THOS. COOK & SON.

The above sailings are subject to change.

Booking Office Open Daily (Sunday excepted) 9 A.M. to 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

1441 Hotel Mansions, Opposite Hongkong Hotel.

NOTICES OF FIRMS

NOTICE.

IN Accordance with instructions from our Head Office, the name of our Firm has this Day been changed to THORESEN & CO. AAGAARD, THORESEN & CO. Hongkong, 15th May, 1911. [705]

NOTICE.

NOTICE IS HEREBY GIVEN that the power so far held by Mr. J. EMIL MEYER to Sign our Firm's Procurations has been withdrawn from this Date. GABEELS, BOERNER & CO., Shanghai, Hongkong, Hankow. Hongkong, 12th May, 1911. [699]

NOTICE.

NOTICE. COMPADEORE REQUIRED.

A European Firm requires a COMPADEORE of good standing for its Canton Branch. Security \$100,000 at the least in Hongkong Property or cash. Apply in writing marked "COMPADEORE" to DEACON, LOOKER & DEACON, 1, Des Vœux Road, Hongkong. Hongkong, 26th March, 1911. [592]

NOTICE.

M. B. H. MACKE, Manila, will not be responsible for any debts contracted by his son, GORBO.

Hongkong, 18th May, 1911. [591]

WANTED

EMPLOYMENT WANTED.

A Capable CHINESE with good working knowledge of English desires employment. Satisfactory references as to character, &c. Apply—

NOTICE.

A. B. C., Care of "Daily Press" Office, Hongkong, 17th May, 1911. [715]

NOTICE.

DEACON, LOOKER & DEACON,

1, Des Vœux Road,

Hongkong.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12. Telegraphic address: Press Codex, A.B.C. 5th Ed. Lieber.

NEW ADVERTISEMENT

BANK HOLIDAY.

In Accordance with Ordinance No. 14 of 1903 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on WEDNESDAY, 24th instant, VICTORIA DAY.

Hongkong, 19th May, 1911. [727]

PUBLIC COMPANY

PEAK TRAMWAYS COMPANY, LTD

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, TO-MORROW (SATURDAY), the 20th day of May, 1911, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 25th May, 1911, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 18th May 1911. [692]

NEW ADVERTISEMENTS

PUBLIC AUCTION
OF
HIGH-CLASS MACHINERY and
ELECTRICAL FITTINGS.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 2nd June, 1911, Commencing at 10 A.M., at the Godowns situated in Wild-ell, Wanchoi,

A LARGE QUANTITY OF
HIGH-CLASS MACHINERY, &c.,
comprising:

DUPLEX MARINE OIL ENGINE with auxiliary starting motor, complete (suitable for 4 lights), 2 STEAM SET GENERATORS (15 volt, 46.5 and 32.4 amp.), LANCASHIRE DYNAMO and ELECTRIC CO.'S GENERATORS (25 and 50 volt), VERTICAL ENGINE, KIRCHNER'S BAND SAWING MACHINE, PANEL PLANING MACHINE and WOOD TURNING LATHE, DRILLING MACHINE, CONCRETE BLOCK MACHINES, CONCRETE MIXER, BRICK-MAKING MACHINES, Goud's DUPLEX and "CHALLENGE" PUMPS, Klein's HAND PUMPS and RETAINING and FOOT VALVES; Alex. Young's HORIZONTAL BOILERS, FEED DUPLEX PUMPS, PRESSURE GAUGE TESTING PUMP, PISTON PUMP, HORSE GEARS, INCUBATOR, 14", 15 amp. 31 1/2 cu. ft. SEARCHLIGHT, PORTABLE WAREHOUSE CRANES, VACUUM CLEANERS, GAS PLANT, 3" ARMoured HOSE, CAST IRON GATE VALVES, BRASS GLOBE, ANGLE and CHECK VALVES, &c., &c.

ALSO
A QUANTITY OF
ELECTRICAL FITTINGS, viz.: WIRES, CABLES and LEAD COVERED WIRES, SHIPS' FITTINGS, &c., &c.

Inspection orders on application.
Now on View.

TERMS.—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 19th May, 1911. [729]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 20th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 18th May, 1911. [726]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"NECKAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 9.30 A.M.

All Claims must reach us before the 28th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 17th May, 1911. [5]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "LOVAT"

FROM GLASGOW, LIVERPOOL
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 18th May, 1911. [728]

NEW ADVERTISEMENT

BANK HOLIDAY.

In Accordance with Ordinance No. 14 of 1903 and Government Notification No. 9 of 13th January, 1911, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on WEDNESDAY, 24th instant, VICTORIA DAY.

Hongkong, 19th May, 1911. [727]

ENTERTAINMENT

THEATRE ROYAL.

RETURN VISIT

OF

HENRY DALLAS

AND HIS COMPANY,

"THE FOLLIES."

(By Arrangement with H. G. PELESSIER.)

TO-NIGHT (FRIDAY)

AND

SATURDAY,

MAY 19TH AND 20TH.

Booking Plans now open at MOUTRIE'S.

Hongkong, 16th May, 1911. [715]

DENTISTRY

DR. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the

University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [408]

SIEN TING

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1905. [478]

BUTTER.

OUR "DAISY" BUTTER is the Finest

Quality Table Butter Imported.

Giving 12 Figures

From 000 000 000 000 to 999 999 999 999.

We Stock Three Other Brands at Prices

to suit all.

KELLY & WALSH, LTD.

Hongkong, 17th May, 1911. [717]

FOR SALE

THE NON PLUS ULTRA CYPHEE
CODE TABLE

Giving 12 Figures

From 000 000 000 000 to 999 999 999 999.

Will enable you to save 50% on your cable
expenses.

35.00

Inspection invited.

KELLY & WALSH, LTD.

Hongkong, 17th May, 1911. [717]

FOR SALE

A T COAST PORT, as a going concern.

Proprietor retiring.

For further particulars apply to

"HOTEL,"

Care of "Daily Press" Office.

Hongkong, 5th May, 1911. [711]

FOR SALE or TO LET

SEVEN ROOMS, Large, Verandahs;

American heating apparatus installed, making

the Home dry and comfortable throughout the

year; Vegetable and Flower Gardens, Croquet

Lawn, 15 minutes walk from Tsim, 7 minutes

by Rickshaw. One of the best situations of the

Peak, Cool in Summer, Warm in Winter.

Apply—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 2nd February, 1911. [720]

FOR SALE.

REMAINING Portions of MARINE

LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 45,000 Square Ft.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS (R.

PURCHASERS,

TO LET OR SOLD

IN LOTS TO SUIT TENANTS (R.

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TO LET OR SOLD

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TO LET OR SOLD

IN LOTS TO SUIT TENANTS (R.

PURCHASERS,

TO LET OR SOLD



Sozodont

Everyone uses a toothwash or powder.
Most are not satisfied and try one after another.
And still the teeth are not as white and hygienically clean as they should be.
Let them try SOZODONT.
It does what is wanted and is the most pleasant dentifrice one can use—fragrant, smooth, and antiseptic.
Ask your dentist to tell you how good "Sozodont" is.
Sozodont is in three forms—powder, liquid, and paste; each equally effective.
Try the powder first; it meets the requirements of most people.



COLEMAN'S WINCARNIS. THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS—it will DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before.
"WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is
prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina,
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY
From any leading Chemist.

MUSTARD & COMPANY

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai 1402

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S
OLD VAT

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILA
A. S. WATSON & CO., LTD.

[555]

英 水 汽 力 通 士
THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Water at home with the

"PRANA"

SPARKLET SYPHON,

which lasts a lifetime and can be purchased from any Chemist or Store.

PRICE—\$2. Each.

BULBS at 90 cents per box.

WHOLESALE PRICE—

SYPHONS per doz. \$16.00 f.o.b.
BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 & 248, Des Voeux Road, Central,
HONGKONG.

行發總
司公限有行生廣港香

[386]

SELF CURE NO FICTION! NO SUFFERER NEED NOW DESPAIR. THE NEW FRENCH REMEDY. THERAPION NO. 1 in a remarkably short time, often a few days only, cures discharges, either by suppurating injections or by the internal THERAPION & Alkaloid treatment. Recommended by the French Academy of Medicine, for loss of appetite and fever, to patients with consumptive tendencies. Superior to Emulsions or Cod Liver oil. Each tiny Morrhuel capsule represents the medicinal value of a teaspoonful of oil. Recommended at the Paris Academy of Medicine, for loss of appetite and fever, to patients with consumptive tendencies. Sold in bottles of 100 capsules. Sold by all Chemists.

CHAPOTEAULT'S
MORRHUEL

Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuel capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and fever, to patients with consumptive tendencies.

Sold in bottles of 100 capsules. Sold by all Chemists.

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HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 8.)

which are possessed in England by the Board of Agriculture. The Bill if passed to-day will come into operation at once. I believe that my hon. and learned friend on the left is going to propose that at any rate the coming into force of this Bill should be delayed partly because certain contracts have been entered into by condensed milk dealers who would like to get rid of their existing stocks and partly because it creates an immediate offence, so that if they attempt to deal with their stocks without sticking on labels they will commit an offence to-morrow. I am loath to accede to the request that the operation of the Bill be postponed for this reason. The object of the Bill is to prevent infant mortality, and I deem it to be the duty of the Executive as soon as they are made acquainted with the fact that a certain state of affairs is conducive to infant mortality to stop it at once without regard to the fact that a certain trade may suffer temporary loss. Moreover, I do not think that trade can suffer great loss by the operation of this measure, because all it asks them to do is to put additional labels on tins which they are selling. I therefore move that the Bill be read a second time in its present form.

The COLONIAL SECRETARY seconded.

The Hon. Mr. POLLARD—Sir, I think there are certain details in regard to which this Bill is open to criticism. I have been approached, Sir, by a trader who is interested in this business, not, of course, professionally, but in my capacity as an unofficial member of this Council. With regard to the words in clause 2, "not suitable for the feeding of infants under one year of age," and the corresponding Chinese characters, as the hon. and learned Attorney-General has pointed out to this Council, no equivalent of those words exists in the corresponding English Act of Parliament, and I think, Sir, it is a noteworthy fact that those words have not been incorporated at present into the legislation of England. The learned Attorney-General has referred us to some recommendation which has been made in some report at Home, but whatever recommendation may have been made the fact remains that these words do not appear at present on the Statute Book in England, and we know that at Home they are very strict in their tests and ideas in these matters. Sir, I would submit that no sufficient case has been shown at present why we should be ahead of the Home legislation. The hon. Attorney-General with reference to the postponing of the Bill, made some remarks about the object of the Bill being to prevent infant mortality, but, Sir, no definite and tangible proof has been adduced before this Council to show that the feeding of an infant under one year of age with either machine skimmed milk or skimmed milk would conduce to mortality. It is nothing more than a statement thrown out, and we have not been informed at present what particular expert opinion lies behind that statement.

With regard to clause 2 of the Bill, I think that it seems to me that it is proposed by this clause to give powers to the Governor-in-Council which I venture to think the Governor-in-Council ought not to possess. At Home the power of making regulations upon the points referred to in clause 3 is vested in the Board of Agriculture, which is a body which is eminently qualified to pass rules and regulations as to the normal constituents which should be generally found in milk, cream, butter, and so on. But, Sir, without in any way wishing to decry the capacity and abilities of members of Council, I must confess that we possess no expert knowledge in this matter at all, and powers which could safely be confined to the Board of Agriculture at Home are not powers which could safely be confined to the Governor-in-Executive-Council. If the Government decides to have some clause something corresponding with clause 3 of this Bill, I would submit that words to be inserted in that clause to the effect that regulations made are not to come into force until approved by the Legislative Council. Otherwise I think it would be very dangerous to give these departmental powers to the Governor-in-Council. There is another point to be considered. I do not see how the Governor-in-Council can come to a decision in this matter without some reference to the Government Analyst or expert of the Government. There is a provision in clause 3 that the Government Analyst is to have regard to regulations made by the Governor-in-Council in certifying the result of an analysis under this Ordinance, and under the principal Ordinance a certificate of analysis given by the Government Analyst is made prima facie evidence in a court of law in any proceedings. Therefore, Sir, I think that either clause 3 should be deleted altogether, or, if the Government is not willing to go so far as that, that some words should be inserted in the latter part of that clause to provide that these regulations shall not come into force until approved by the Legislative Council. With regard to the other point referred to by the Attorney-General, the question of postponing the operation of the Bill, I would submit it is obviously unjust that this Bill should come into force straight off. Supposing this Bill to be passed to-day and your Excellency's signature attached to-morrow an offence is created. I would submit that that is altogether unreasonable. In the case of a Bill which was passed through Council this afternoon, the Moneylenders' Ordinance, it has been provided by a clause of that Bill that it shall not come into operation until the first of January next year. I don't know whether it is necessary to postpone the operation of the present Bill to so late a date as that, but at all events there should be a reasonable postponement, say, three or four months. There is another point that might be mentioned in connection with this Bill. I am not an expert on the subject, but the Chinese members may be able to deal with it, that is, the question of Chinese translations used in the Bill. I am given to understand that those translations do not happily represent the equivalent of the English words.

The COLONIAL SECRETARY—Sir, in reply to the remarks made by my hon. and learned friend, more particularly with regard to the second section of this Bill, I venture to think that the best course would be to read to the Council a minute by the Government Analyst dealing with this question. The matter is one eminently for experts, for I think no member of this Government has any special knowledge with regard to the subject of milk. Therefore I prefer to read this minute. Condensed skimmed milk is prepared in enormous quantities on the continent of Europe by butter manufacturers. The residue left after removing nearly all the fat by separating machinery is concentrated, after the addition of sufficient cane sugar or beet sugar to form about 35 to 45 per cent. of the finished product, i.e., an amount fully equal to the milk solids in the concentrated milk. The concentration is between 23 and 34 in a rule of one part by weight of product represents 23 to 34 parts by weight of original milk. According to evidence given by a witness claiming to be one of the largest manufacturers before the Departmental Committee on milk regulations in 1900,

cane sugar is not necessary as a preservative, but is added to meet the public taste. The following remarks are from a quotation from "Hygiene and Public Health": "The added sugar renders it too carbohydrate and fattening, though lacking in fat, but apart from this the nutritive value of condensed milk seems to be inferior to that of fresh milk especially in regard to bone formation and stamina. A serious consequence arising from the addition of a large amount of sugar to condensed milk is that the preparation is unsuitable for ordinary purposes mixed with such a proportion of water as to dilute it far beyond the bulk of the milk before contamination. Some labels bear a statement that if mixed with from three to five volumes of water the milk may be used as a substitute for cream. As a fact, though the article thus made will have the consistency and appearance of cream it will contain less fat than is present in ordinary condensed milk. A highly reprehensible statement which is made on the labels of many brands of condensed milk is that for infants' use the preparation should be diluted with from six to fourteen parts of water. This direction, if carried out to the extreme, would yield a fluid containing only three to four per cent. of milk solids (instead of twelve to thirteen per cent.), and in some cases less than one per cent. of fat (instead of three and a half to four per cent.). In some instances the labels bear the statement that nurses are disposed to add too little water. The Select Committee on the Bill entitled, "An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies,"

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

HIS EXCELLENCY—Council will adjourn until this day week.

Committee stage. Then we shall discuss it in committee, take the third reading and pass the Bill on that day. To my hon. friend on the left the Colonial Secretary replied to most of the points which he raised. There is one on which I would say a word. That is regarding the time in which the Bill should come into operation. While feeling with the hon. Attorney-General who has spoken on behalf of the Government that no undue delay should be caused in bringing the Bill into operation, I do feel that perhaps hardship would be caused in making it immediately operative after receiving my signature. The Bill has been published in the Gazette for a week and by postponing the committee stage I think the Bill should come into operation at once, as a fortnight or three weeks should be sufficient to meet any possible claim to injustice on the part of the trade.

ELECTRICITY ORDINANCE.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled, "An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies."

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

HIS EXCELLENCY—Council will adjourn until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards, the Colonial Secretary in the chair. The following votes were passed:

EDUCATION.

The Governor recommended the Council to vote a sum of one hundred and thirty dollars and twenty-three cents (\$13.23) in aid of the vote Education, Ot or Chai, B-Hilos Public School, English Side Language Study Allowance (Chinese) to Assistant Mistress.

PENSION EXPENSES.

The Governor recommended the Council to vote a sum of one thousand eight hundred and forty-six dollars (\$1,866) in aid of the vote Miscellaneous Services, Widows' and Orphans' Pension Expenses.

CORONATION ILLUMINATION.

The Governor recommended the Council to vote a sum of five thousand dollars (\$5,000) to aid of the vote Miscellaneous Services, Illumination of Public Buildings in connection with the Coronation Celebrations.

RUBBER COMPANIES.

The report of the Sungai Buloh Rubber Company for the year 1910 states that tapping was commenced in the last quarter of the year, and the yield of dry rubber to December 31st was 7,641b. The estimate for 1911 is 65,000b. The erection of the factory and the laying down of the plant and machinery are completed, and they are now available for manufacturing.

The first annual report of the Java Amalgamated Rubber Estates stated that considerable progress has been made during the past year in the cultivation and planting of the estate, and the total planted acreage is now approximately 3,220 acres. The crops for the past year have been bountiful, owing to the small area in being; about 500b. of Castillo rubber, 183b. of coffee, 383b. of coco, and 7b. of pepper were harvested. The managers of Binagoon and Pariwojolo report that tapping of Para trees has been commenced. The estimated crops for the current year are:—Rubber, 23,000b.; coffee, 4,285b. of coco, 595b. of pepper. The directors contemplate the creation of machinery on all three estates at an early date for the manufacture of the rubber crop. The accounts show that the balance of revenue is \$245, which it is proposed to carry forward.

ANTWERP'S RECORD SHIPPING IN 1910.

In his report on the shipping and navigation of the Port of Antwerp for 1910, the British Consul-General says that the further increase in the shipping of the Port of Antwerp is a remarkable one, and is illustrative of its expansion, and is also of the great position it occupies in the maritime world. This large volume of shipping again creates a record for the port.

Vessels under the British flag still for export, both in number and tonnage, those of any other maritime nation, and in that respect British interests at this port are overwhelmingly strong. It cannot now be said that the United Kingdom is accountable for more than 50 per cent. of shipping at Antwerp, as was the case some few years ago, but the British figures fall but little short of half the entire port returns, and the reason for the reduction of the ratio of British shipping to that of all other countries at Antwerp is accounted for by an unusual increase in Belgian tonnage and not by a decline of British shipping.

On the contrary, the returns of tonnage and the numbers of British vessels in 1910 surpassed by some twenty vessels and 2,000 tons those of the year 1907, which had previously marked the zenith of British shipping at this port. In 1908 ground was lost to be practically recovered in 1909; still, in the year now under review the returns of British shipping, as stated, have surpassed those of any previous year, a fact worthy of special congratulation, and auguring well for the maintenance of British maritime prestige at this port, where the principal competitor in shipping matters is Germany, whose shipping ranks second in volume and importance.

Germany is responsible for close on one-third of the port's shipping, so far as tonnage is concerned, but the figures are perhaps not entirely indicative of the relative proportion of interest in shipping matters at the port, for while a large number of British vessels make Antwerp their final port—thus bringing much trade to the city—German returns are somewhat inflated by the number of large vessels which merely call at Antwerp to embark a few passengers, and discharge and load a comparatively small quantity of cargo.

The percentage of increase of German is, of course, far greater than that of British shipping, but the actual figures show that the British increase has been greater in the period named.

I mention this fact because a statement is sometimes advanced that German maritime interests at Antwerp are rapidly superseding those of the British flag.

During 1910, as compared with 1909, the increase of British shipping amounted to eighty-six vessels and 17,265 tons, that of Germany showing an increase of 165 vessels and 343,45 tons; so that the relative rate of progress continues to be very clear that over many years have elapsed but a small margin will separate the magnitude of the shipping at Antwerp of the countries named. Vessels pay dues on their tonnage at Antwerp, so that tonnage counts so far as receipts by the port authority are concerned, but commercial supremacy British interests vastly dominate, it is to say in regard to cargo carried in British bottoms.

TIJODAS, Dutch str., 2,953. Jurrissen, 2nd May—Yokohama 12th and Moji 26th April.

TYMANI, Dutch str., 4,600. J. P. Scholte, 13th May—Macassar 6th May. Coal—Java-China-Japan Lijn.

VESTFOLD, Norwegian str., 1,172. Berthelsen, 3rd May—Bangkok via Hainan 24th April.

YEONHO MANT, Japanese str., 2,650. T. Surage, 17th May—Kobe 7th May. Coal—Osaka Shosen Kaisha.

ZAPATO, American str., 1,680. M. C. Smith, 16th May—Manila 13th May. General—Shewan, Tomes & Co.

SAILING VESSEL.

ECLIPSE, British 4-masted barque, 2,955. James White, 12th May—New York 20th Jan. Kerosene Oil—Standard Oil Co.

Cutter Palmer & Co.
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SHIPPING IN PORT.

STEAMERS.

AWA MARU, Japanese str., 3,911. Iriawa, 14th May—South 11th April. General—Nippon Yusen Kaisha.

BLOEMINTYN, British str., 1,958. J. B. Paterson, 6th May—Singapore 20th April. General—Shewan, Tomes & Co.

CHINHOA, British str., 1,325. Benson, 17th May—Shanghai 14th May. General and Mails—Butterfield & Swire.

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MEN-OF-WAR ON THE CHINA
AND JAPAN STATION

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p. Comdr. A. Lowndes, Weihaiwei.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddie, Shanghai.

Atlas, admiral tug, 615 tons, 1,400 i.h.p.

Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.

Comdr. B. G. Washington, Hongkong.

Britannia, gunboat, 710 tons, 900 i.h.p., Lieut.

Comdr. J. M. Barker, Shanghai.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 i.h.p. Comdr. H. L. Lynes, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p. 340.

Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400.

Comdr. H. E. Veale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p. Lt. Comdr. H. S. Monroe, Westervell.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Weihaiwei.

Glorious, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Weihaiwei.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p. Lieut.-Comdr. Hon. Guy Stopford, Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lt. Comdr. M. B. R. Blackwood, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, cruising.

Kinaba, river gunboat, 616 tons, i.h.p. 1,200.

Lieut.-Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Comdr. B. O. M. Davy, cruising.

Minotaur, armoured cruiser (flagship) Vice-

Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000.

Capt. G. C. Cayley, Shanghai.

Monmouth, armoured cruiser, 9,808 tons, i.h.p.

22,000, Captain L. E. Power, M.V.O., Weihaiwei.

North Star, gunboat, 35 tons, 2 guns, 240 i.h.p. Lieut.-Comdr. E. J. J. Southby, West River.

Newcastle, 2nd class cruiser, 4,40 tons, turbine, Captain George P. E. Hunt, D.S.O., Weihaiwei.

Nightingale, river gunboat, 85 tons, 240 i.h.p.

Lieut.-Comdr. Claude Hillersden-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, i.h.p. 6,300 i.h.p., Comdr. Lambe, Weihaiwei.

Bobin, river gunboat, 65 tons, 2 guns, 240 i.h.p. Lt. Comdr. Cosmo A. O. Douglas, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 i.h.p. Lieut.-Comdr. E. J. J. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p. Lieut.-Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p. Lieut.-Comdr. R. J. Buchan, Yangtze.

Thistleg, gunboat, 710 tons, 900 i.h.p. Lieut.

Comdr. M. B. Bellis, Hamilton, Shanghai.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Weihaiwei.

Whidbey, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 i.h.p., Lieut.-Comdr. G. H. Hartford, Weihaiwei.

Wideon, gunboat, 195 tons, 2 guns, 800 i.h.p. Lt. Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 i.h.p. Lieut.-Comdr. B. R. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 i.h.p. Lieut.-Comdr. G. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser, 4,000.

Fregattenkapitän Oskar Hahn, Northern Waters.

Panther, third class cruiser, 1,530 tons, Frigat-Kapitän, Theodor Skorl, Edl. von Schmidheim.

FRANCE.

Achérone, armoured gunboat, 1,830 tons, 9 guns, 1,700 i.h.p., Lieut. Evertard, Saigon.

Alger, 2nd class cruiser, 482 tons, 22 guns, 5,100 i.h.p., Commander Fournier, H'kong.

Alouette, gunboat, 505 tons, 7 guns, 40 i.h.p. Commander Badin, Saigon.

Argus, river gunboat, 130 tons, 6 guns, 570 i.h.p. Lieut. Audard, Saigon.

Balonette, gunboat.

Cimetiére, gunboat, 140 tons, Reserve, Saigon.

Caronade, gunboat, 184 tons, Reserve, Saigon.

Décidé, gunboat, 630 tons, 10 guns, 900 i.h.p. Lieut. de Linhares, Shanghai.

Duplise, armoured cruiser, 7,575 tons, 26 guns, 17,000 i.h.p.

Desiré, armoured cruiser, 7,575 tons, 26 guns, 17,000 i.h.p.

ITALIAN.

Calabria, protected cruiser, 2,423 tons, 26 guns, 4,000 i.h.p., Capitano Mario Cassanuovi di Jerserch.

Fuglia, protected cruiser, 2,498 tons, 26 guns, 7,000 i.h.p., Capitano Guanico Vitoconta Marchese Lorenzo.

PORTUGUESE.

Patria, gunboat, 790 tons, Captain J. Afreixo.

Reis D. Amélia, cruiser, 1,600 tons, Captain C. Lima.

Vasco da Gama, cruiser, 3,031 tons, Captain Angrão José da Almeida.

UNITED STATES.

Albany, cruiser, 3,000 tons, C. S. Williams.

Ararat, gunboat, Lieut.-Comdr. Matt H. Signor.

Bainbridge, destroyer, 7 guns and 2 torpedo tubes, Ensign Lloyd W. Townsend.

Barry, destroyer, 420 tons, Ensign Edmund S. Root.

Callio, gunboat, 243 tons, Ensign J. R. Morrison.

Cleveland, cruiser, 3,209 tons, Commander Hugh Rodman, Shanghai.

Charleston, battle-hip (flagship), 9,700 tons, 58 guns, 21,000 i.h.p., Comdr. John H. Gibbons, Shanghai.

Chattanooga, cruiser, 3,200 tons, Commander John D. Macdonald, Shanghai.

Chesapeake, destroyer, 420 tons, Ensign I. N. McNair.

Dale, destroyer, 420 tons, Lieut. Herbert H. Michael.

THE BUSINESS MUDDLE
IN AMERICA.

THE STANDARD OIL CASE.

The New York financial correspondent of the London *Daily Mail* recently wrote on this subject the following article.—

Upon the outcome of the Government's suits against the Standard Oil and American Tobacco Companies depends, in the belief of Wall-street, the financial and commercial outlook of this country. These suits are still before the United States Supreme Court. Until they are settled there can be no resumption of activity in the security markets or in general business.

What has restricted trade on the Stock Exchange and curtailed general business during the past few months has not been so much the question as to whether the Supreme Court would decide these giant Trust cases against both companies as the question how an unfavourable decision might affect the status of the other great corporations under the Sherman Anti-Trust laws.

The chief anxiety is felt as to whether the highest court in the land will interpret the law to show other large corporations such as the Steel Trust and the so-called Beef Trust, the way in which they can continue to do business without fear of being involved in Government prosecution. The Government, through its Attorney-General's department, has for the last three or four years been stigmatizing them as conspirators and monopolists, and as trading in defiance of the Sherman Anti-Trust laws. The question at issue, then, is not the destruction or confiscation of property. It concerns rather the methods of business adopted by the large industrial corporations; and whether it will be necessary, as the result of the Supreme Court's decisions in the test cases, either to amend the Sherman Anti-Trust laws or to pass a new Federal Incorporation Law, under which the great companies could trade with supervision by the Federal Government.

AN IDLE STOCK EXCHANGE.

By reason of the uncertainty on these points business on the Stock Exchange has been reduced during the past month to the lowest level on record. The boldest operators are induced to enter in fresh commitments till the decisions have been given. Concern in the finding of the court has extended to business interests throughout the country in every department of trade. Because of this there has been a gradual "slowing down" in every branch of industry during the past six months. The present disposition is to do as little as possible in the way of new business until these decisions are definitely out of the way.

So vital is the importance of the cases, so voluminous the evidence, covering, as I hear, nearly 22,000 pages, that the court has taken a long time to study them and give its decision than it did in the famous Northern Securities suit. This, it will be remembered, concerned the combination of the Northern Pacific, Great Northern, and Chicago, Burlington, and Quincy Railways, the fight over which among the powerful railway and Stock Exchange interests caused the great financial panic of 1901.

The history of the great Standard Oil case is as follows: In December, 1903, the Supreme Court of Missouri forbade the Standard Oil Company to do business in that State. On May 2, 1910, the United States Supreme Court confirmed a judgment of the Tennessee Supreme Court forbidding the company to do business in Tennessee. Other State proceedings of a similar nature have since then been begun. Meantime, in November, 1909, the United States Circuit Court of St. Louis ordered the dissolution of the Standard Oil Company. The company appealed to the United States Supreme Court at Washington. The case was heard, when as the result of the death of Judge Brewer, in April of last year, the argument had to be given over again. The second hearing was completed on January 12 of the present year. The judgment of the court has been expected each Monday since March 12.

STANDARD OIL STATISTICS.

In the lower court the company was adjudged on the 15th inst. and confirmed the decision of the Court below.—*Ed., H.D.P.*

The only complete financial report the Standard Oil Company published was issued in December, 1906. It showed profits for the year of over £16,000,000. In dividends it paid that year £7,800,000, with a surplus to its credit at the close of the year amounting to £3,300,000. The profit and loss surplus account in its balance-sheet was estimated at £22,200,000.

Its earnings from 1892 to 1901 have been calculated at £91,200,000, with dividends paid of £70,000,000. From 1902 to 1903 its earnings have been variously estimated at from £12,000,000 to £17,000,000, and its dividends at from £7,800,000 to £8,000,000. It is said to control about sixty other companies whose stock is owned directly by it, and about seventy other companies whose stock is owned by its subsidiaries.

Should the Supreme Court sustain the decision of the lower court and order its dissolution, the company would have to be reorganized to do business under the Sherman Anti-Trust laws. For the past nine months reports have been reaching Wall-street and financial circles that the Standard Oil interests, who dominate the management of this vast system of businesses, anticipate an unfavourable decision from the Supreme Court. The secretary of the company, however, only a fortnight ago, officially denied a statement, frequently repeated, that the officers of the company had prepared a comprehensive scheme for the immediate conduct of its affairs in the event of such a decision. If only because the lower court's decision against the Standard Oil Company is said to have been unanimous corporation lawyers and financial interests believe that it will be upheld by the United States Supreme Court. The case of the American Tobacco Company is generally similar to that of the Standard Oil Company.

EFFECT OF THE DECISIONS.

The clouds which overhang the Stock market and lower over business interests of this country will not dissipate till the two test cases have been decided. Only then will the wheels of industry and finance, which have been running at half-speed, resume again their full impetus. In the best-informed banking and business circles the opinion prevails that unfavourable decisions in either case have been guarded against by the liquidation and general retrenchment of the past nine months.

The fundamental conditions are now so strong, the method of transacting business has been so much improved, than adverse decisions in each case are likely to exert nothing more than a sentimental influence on the security market. It is well known that the judgment of the Supreme Court cannot destroy or confiscate the property of these Trusts any more than it did in the Northern Securities case. In that instance the Supreme Court merely ordered the dissolution of the holding company, so as to conform with the laws governing inter-State commerce and the Sherman Anti-Trust laws.

As to the actual date when these fateful decisions may be expected, Wall-street and Washington have still no information. The judgments are regarded as being about a month overdue. They may come any Monday. No decisions are given on any other day. Meanwhile it is known that hundreds of millions of dollars have actually been lying in the banks, deposited by capitalists, investors, and business organizations, waiting for the law to be cleared up before the money is invested.

WALTER H. MOL.

WEATHER REPORT.

On the 17th at 11.50 a.m.—A low pressure trough lies over the N. part of the China Sea, and the barometer is falling slowly on the adjacent coasts.

The depression lying to the North of the Sea of Japan yesterday has moved away Eastward.

Pressure is still high over Japan, but giving way at the Southern stations.

Fresh to strong E. winds and squally weather may be expected over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood... (N.E. winds, fresh).

South coast of China between Hongkong and Lamock... Same as No. 1.

South coast of China between Hongkong and Hainan... Same as No. 1.

E. winds, fresh to strong; squally, showery.

LATEST STEAMER MOVEMENTS.

The Norddeutscher Lloyd str. *Bremen* left Sandakan on the 16th instant a.m., and may be expected here on or about the 21st instant p.m.

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

From TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE

THE Company's Steamship

"E. FRANZ FERDINAND," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHEWS & Co., Ltd., Agents.

Hongkong, 13th May, 1911. [703]

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"

Captain Kniesel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

The Steamer brings Cargo from Trieste, ex s.s. "Metzovi," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before noon on the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th May, 1911. [712]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. "Deli" from Medan.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 17th May, 1911. [5]

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES

THE Steamship

"CANTON,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. "G. EBEN" from Medan.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 17th May, 1911. [785]

NOTICE TO CONSIGNEES

THE Steamship

"GLENROY,"

Capt. H. W. L. Holman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

All Claims must reach us before the 26th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. "SHEWAN" from Medan.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 17th May, 1911. [720]

NOTICES TO CONSIGNEES

FROM EUROPE

THE H.A.L. Chartered Steamship

"SOPERNIK."

Captain Scherlow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 13th May, 1911. [704]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"BRECONSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Fire Insurance will be effected by us in any case whatever.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. "Metzovi" from Medan.

OLOF WIJK & CO., CHINA AGENCIES

SHIPPING

ARRIVALS

CANTON, Swedish str., 2,180, J. M. Renstrom, 17th May—Göteborg and Antwerp 27th May, General—Olof Wijk & Co.

CATHARINE APCAF, British str., 1,750, L. C. Townsend, 18th May—Singapore 12th May, General—David Sassoon & Co.

DEUTA, Norwegian str., 1,102, Auneen, 18th May—Bangkōk and Swatow 17th May, Eric Agard, Thoresen & Co.

HUNAN, British str., 1,143, Speed, 18th May—Tsinpan 13th May, General—Butterfield & Swire.

LINAT, British str., 18th May—Canton.

LOVAT, British str., 3,376, R. Glegg, 18th May—Liverpool 10th April, General—Doddell & Co.

NEOKA, German str., 6,200, A. Traue, 17th May—Bremen 13th April, Troop and General—Möller & Co.

PANAMA MARU, Japanese str., 1,234, R. Muto, 18th May—Shanghai 15th May, General—Osaka Showa Kaihō.

PRINZ SIGISMUND, German str., 1,844, F. Bremer, 18th May—Yokohama 11th May, General—Möller & Co.

RAJABURU, German str., 1,189, Oltmanns, 18th May—Ban Kok 10th May, Rice—Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

18th May.

Hatching, British str., for Swatow.

Neckar, German str., for Shanghai.

Perseus, British str., for Shanghai.

DEPARTURES.

18th May.

BRAND, Norwegian str., for Chooch.

CANTON, Swedish str., for Shanghai.

CAEL, DIEDERICHSSEN, Ger. str., for Holloway.

CHINHUA, British str., for Canton.

DEUTSCHER, German str., for Shanghai.

E. F. FERDINAND, Austrian str., for Shanghai.

GENKOK, British str., for Swatow.

HELEN, German str., for Swatow.

HUICHOW, British str., for Canton.

LICHOW, British str., for Shanghai.

SINGAN, British str., for Howkow.

SHIPPING REPORTS.

The Swedish str. Canton reports: Fine weather, light variable breeze, heavy N.E. swell in Northern port of China sea.

PASSENGERS ARRIVED.

Per Hunan, from Tsingtao, Dr. Basenbouch. Per Canton, from Göteborg, &c., Mr. J. Bin, taser.

Per Catherine Apcaf, from Singapore, Mr. S. H. Joseph and 3 children, Mrs. Friedman, Mr. R. G. Warner and Dr. Costello.

Per Prinz Sigismund, for Hongkong, from Yokohama, Mr. Desbrosses and Mr. J. Alberger; from Kuchinozaki, Mr. J. Ferguson, Mr. and Mrs. R. Ferguson.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co. str. Korea is due to arrive at Hongkong to-day between 8 and 10 a.m.

The T.K.K. str. Nippon Maru left Yokohama on the 15th instant for Hongkong.

The P. M. S. S. Co. str. Siberia sailed from San Francisco on the 3rd inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 30th instant.

The P. M. S. S. Co. str. China sailed from San Francisco on the 10th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 6th prox.

The P. M. S. S. Co. str. Manchuria sailed from San Francisco on the 16th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 16th prox.

THE AUSTRALIAN MAIL.

The L.G.M. str. Commen left Sydney on the 6th instant, at midnight, and may be expected here on or about the 29th instant.

The E. & A. str. Alderman left Sydney on the 13th instant, for this port (via Queensland Ports, Timor and Manila).

THE CANADIAN MAIL.

The C.P.R. Co. str. Empress of China, left Vancouver, B.C., for Hongkong (via usual ports of call) on the 12th instant a.m.

THE INDIAN MAIL.

The Indo-China str. Fookang left Calcutta for the Straits and Hongkong on the 9th inst., and is due here on or about the 25th inst.

MERCHANT STEAMERS.

The Barber Line str. Suruga left New York on the 29th ultimo, and is therefore due here to-day.

The P. & O. S. N. Co. str. Poona left Singapore for this port on the 14th inst., at 10 a.m., and is due here to-day at about 9 a.m.

THE ENK LINE.

The Enk Line str. Kumerie left Shanghai for Hongkong on the 16th instant p.m.

THE MUGU LINE.

The Mugu Line str. Pathon left United Kingdom on the 12th March for Hongkong via Straits.

The O.S.K. str. Seattle Maru left Tacoma for Hongkong via Japan and Manila on the 29th ult., and is due here on or about 8th prox.

The str. Tenlogan left London on the 23rd ultimo, and is therefore due here on or about the 16th prox.

The T.K.K. str. Kyo Maru left Valparaiso on the 11th inst. for Hongkong.

STEAMERS PASSED THE CANAL.

April 21st—Antero, Canton, Konan Si, Poona, 25th—Bentley, Satsuma, Soga Maru, Christian, Nobe, Gneusenau, Neckar, 28th—Suru, Tonk, 1st May 2nd—Achilles, Denbighshire, Nore, 5th—Ast. anox, Nitria, Palawan, Star, Slavonia, Preussen, Buffalo, 9th—Borovitch, Karonga, Conia, 12th—Ernest Simon, Ghazee, Jeser, Kleist, Prinz Eitel Friedrich, Tangu Maru, Tenkai, Arcadia, 16th—Glenlogau, Miyasaki Maru, Saya Maru, Vorwerts, Alesia.

ARRIVALS AT HOME.

May 16th—Aja, Peih, Slesia.

ON SALE.

HONGKONG HANSDARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - \$3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1911.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "W" together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. O.	On 27th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. O.	About 31st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	MONTMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATTHESON, & CO., LTD.	About 3rd June.
LONDON & ANTWERP VIA SINGAPORE, &c.	SACHEN	Ger. str.	—	E. F. Dally, R.N.E.	P. & O. S. N. O.	About 14th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ACADIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FRIEDRICH	Ger. str.	—	Schwinghamer	HAMBURG-AMERIKA LINIE	On 5th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	D. Macmillan	HAMBURG-AMERIKA LINIE	On 9th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BATYEN	Ger. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 24th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	Brenner	HAMBURG-AMERIKA LINIE	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATBUTA MARU	Jap. str.	—	M. Hagiwo	NIPPON YUSEN KAISHA	On 7th June at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 21st June at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BURELOW	Ger. str.	—	Kinsel	HAMBURG-AMERIKA LINIE	On 23rd June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Aus. str.	—	H. Formes	MELCHERS & CO.	On 31st inst. at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VANDALIA	Ger. str.	—	Pavissich	SANDER, WIELER & CO.	On 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANGELIAN PRINCE	Am. str.	—	Meissner	HAMBURG-AMERIKA LINIE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	Thomas	ARNHOLD, KABERDE & CO.	To-morrow, at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAIGNE	Brit. str.	2 m.	S. Robinson	CANADIAN PACIFIC R. CO.	On 28th June, at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	On 23rd June, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	Iriawa	PACIFIC MAIL S.S. CO.	On 20th June, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMADA MARU	Jap. str.	—	S. Tomisaga	PACIFIC MAIL S.S. CO.	On 8th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	G. B. McGill	PACIFIC MAIL S.S. CO.	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	H. S. Smith	HAMBURG-AMERIKA LINIE	On 28th inst. at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	Christon Smith	THE BANK LINE, LIMITED	On 2nd June, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	F. Brueuning	FLUME AND TRIESTE (DIREC'T)	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	J. N. Gao	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	M. Yagi	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	T. Yamawaki	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	H. Haeseler	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	M. Yagi	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	H. Hinomura	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	H. Kooper	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	F. Mooney	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	A. F. Vire, R.N.E.	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	Spencer Wilde	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	F. Brueuning	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	J. B. Harris	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	H. S. Bradshaw	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	Wm. Lloyd Jones	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	T. A. Mitchell	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	F. J. Fox	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	Peter	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	Sachs	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	V. Zwart	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	W. G. Passmore	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	H. Hooker	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	J. W. Evans	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	A. E. Hodges	NIKKEI MARU	NIKKEI MARU
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKEI MARU	Jap. str.	—	J. S. Roach		

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
HANGHAI, MOJI, KOBE, POONA AND YOKOHAMA	Capt. A. F. Vire, E.N.E.	About 20th May	Freight only.
SHANGHAI	Capt. H. S. Bradshaw	About 25th May	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. H. Powell	Noon, 27th May	See Special Advertisement.
LONDON AND ANTWERP			
VIA SINGAPORE, PE	SUMATRA Capt. W. R. Le Mare	About 31st May	Freight and Passage.
SAID AND MARSEILLES			
SHANGHAI, MOJI, KOBE, NUBIA AND YOKOHAMA	Capt. F. J. Fox	About 1st June	Freight and Passage.
LONDON AND ANTWERP	NILE Capt. E. F. Dally, E.N.E.	About 14th June	Freight and Passage.
VIA SINGAPORE, PE			
SAID AND MARSEILLES			

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 18th May, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS, SUBJECT TO ALTERATION		STEAMERS	TO SAIL
HONGKONG	"HUNAN"		On 19th May, 4 P.M.
SWATOW, AMOY, CHEFOO	"HUICHOW"		On 20th May, 4 P.M.
TIENTSIN	"CHINHUA"		On 20th May, 4 P.M.
SHANGHAI	"TEAN"		On 23rd May, 4 P.M.
MANILA, CEBU and ILOILO	"ANHUI"		On 25th May, 4 P.M.
SHANGHAI	"CHENAN"		On 27th May, 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"		On 30th May, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.			
S.S. "LINTAN" and S.S. "SANUL."			

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fan in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FEES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEA V" and "TAMING".

Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.

Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

S.S. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS

("ANHUI," "CHINHUA" and "LINAN") with excellent accommodation.

Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through

Bills of Lading to all Yangtze and Northern China Ports.

No Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY

Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

the transhipment at Woosung.

For Freight or Passage apply to—

TELEPHONE 36
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th May, 1911.

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SILK RIBBONS.
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gout américain
Sole Representative for Hongkong and South China
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COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

May 18th.

On LONDON—
Telegraphic Transfer 1.98
Bank Bills, on demand 1.98
Bank Bills, at 30 days' sight 1.98
Bank Bills, at 4 months' sight 1.98
Credits, at 4 months' sight 1.98
Documentary Bills 4 months' sight 1.98

On PARIS—
Bank Bills, on demand 2.28
Credit at 4 months' sight 2.28

On NEW YORK—
Bank Bills, on demand 44
Credits, at 60 days' sight 45

On BOMBAY—
Telegraphic Transfer 1.34
Bank, on demand 1.35

On CALCUTTA—
Telegraphic Transfer 1.34
Bank, on demand 1.35

On SHANGHAI—
Bank, at sight 74
Private, 30 days' sight 75
On YOKOHAMA—On demand 82
On MANILA—On demand 92

On SINGAPORE—On demand 77

On BATAVIA—On demand 14

On HAIPHONG—On demand 14

On SAIGON—On demand 14

On BANGKOK—On demand 14

SOVEREIGN, Bank's Buying Rate \$1.00
GOLD LEAF, 100 fine, per tael \$37.00
BAR SILVER, per oz. 24.90

SUBSIDIARY COINS

per cent.
Chineses 20 cents pieces \$7.00 discount
Chineses 10 7.35
Hongkong 20 6.94
Hongkong 10 7.10

THE CIGARETTES OF DISTINCTION
Bouton Rouge
and Felucca

A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



**THE NESTLÉ & ANGLO-SWISS
CONDENSED MILK CO.**

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above
Company is its

EXCELLENCE.

Milkmaid**Milk**GRANDE
QUALITY
FULL CREAM.LARGEST SALE
IN THE
WORLD.STERILIZED
NATURAL MILK.

A trial of which will satisfy you of its

EXCELLENCE.

PRICE:

20 Cents Per Tin,
\$2.30 Per Doz. Tins,
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & CO.
KWAN TEE, Queen's Road Central.
CHEUNG TEE, Queen's Road Central.
MAN HING LOONG, Queen's Road East.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
II, Caine Road.

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WELSH'S

PURE

REFRESHING

GRAPE

WHOLESALE

JUICE

WHOLESALE

OBTAINABLE FROM

H. PRICE & CO., LTD.,12, QUEEN'S ROAD, CENTRAL,
HONGKONG.

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TO-DAY

9 P.M.—"The Folies" at Theatre Royal.

TO-MORROW

11.30 A.M.—Ordinary Annual General Meeting
of Peak Tramways Co., Ltd., at Hongkong
Hotel.3.30 P.M.—Second Meeting of Hongkong
Gymkhana Club at Happy Valley.

FORTHCOMING EVENTS

Wednesday, 24th May—Bank Holiday.
Friday, 2nd June—Auction of Machinery, &c.
at the Godowns site in Widdell,
Wanchai, by Geo. P. Lammett, 10 A.M.
Saturday, 24th June—Extraordinary General
Meeting of the National Bank of China, Ltd.,
12.30 P.M.

OPIUM.

May 16th.

Quotations are:—

Malwa New \$2,250/2,300 per picas

Malwa Old \$2,320/2,350 "

Malwa Older \$2,370/2,390 "

Malwa V. Old \$2,422/2,450 "

Persian fine quality \$1,123 "

Persian extra fine \$2,025 "

Painca New \$2,375 per chest.

Painca Old \$2,375 "

Bunares New \$2,325 "

Bunares Old \$2,325 "

VISITORS TO CANTON
Should Purchase"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."BY CAPTAIN C. V. LLOYD,
With Illustrations, Maps and Plans.

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loon Store, No. 36, Haiphong Road

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WILLIAM C. JACK & CO., LTD.
SOLE AGENTS FOR THE IDEAL LIGHT

THE OSRAM LAMP

WHAT IT DOES

IT EFFECTS ENORMOUS REDUCTIONS in
electric light bills.IT BEATS ELECTRIC LIGHT ABSOLUTELY
THE CHEAPEST ILLUMINANT, and thus
brings this mode of lighting within reach
of all.IT PAYS FOR ITSELF in about 150 hours on
account of its great current-saving
Properties.THE 17 WATT (app. 16 H.C.P.)
OSRAM LAMP GIVES 20 HOURS LIGHT
FOR ONE PENNY.THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP
gives 25 hours light for the consumption
of one unit of current.THE OSRAM LAMP has an average life of over
2,000 hours, and during the whole of that
period its initial op. is practically un-
diminished.IT CONSUMES only approximately 1 watt per
Hofner candle-power against 4 watts
consumed by a carbon filament lamp.SEE THE WORD "OSRAM" is on every
BULB.THE OSRAM LAMP DOES NOT
BLACKEN.IT DOES NOT GET HOT. The OSRAM Lamp,
although giving four times the light of a
carbon lamp, does not generate heat to any
extent. It is added to its other advantages,
makes it the ideal Lamp for private houses.IT IS AS EXPENSIVE AS AN ORDINARY
CARBON LAMP, for it lasts four times as
long, and consumes one-quarter the current
at the same time.IT DOES NOT REQUIRE any special installing,
burns in any position on any lighting
circuit and fits existing lamp-holders.THE OSRAM LAMP DOES NOT
BLACKEN.IT DOES NOT GET HOT. The OSRAM Lamp,
although giving four times the light of a
carbon lamp, does not generate heat to any
extent. It is added to its other advantages,
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CARBON LAMP, for it lasts four times as
long, and consumes one-quarter the current
at the same time.IT CONSUMES only approximately 1 watt per
Hofner candle-power against 4 watts
consumed by a carbon filament lamp.SEE THE WORD "OSRAM" (Patent G.E.C.)
nothing more) is on every bulb.